



MARITIME SAFETY COMMITTEE
75th session
Agenda item 17

MSC 75/17/28
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**PREVENTION AND SUPPRESSION OF ACTS
OF TERRORISM AGAINST SHIPPING**

Automatic Identification System

Submitted by the United States

SUMMARY

<i>Executive summary:</i>	This document provides the United States proposal for Automatic Identification System (AIS) implementation to improve maritime security.
<i>Action to be taken:</i>	Paragraph 5
<i>Related documents:</i>	MSC 75/17/1, MSC/ISWG/WP.3, MSC/ISWG/WP.4, MSC 74/WP.19

1 The intersessional meeting of the MSC Working Group on Maritime Security (ISWG), which met from 11-15 February 2002, considered a comprehensive set of proposals to improve maritime security submitted by the United States. The mandatory provisions included in the United States proposals were focused on ships, ports and the people on the ships and in the ports.

2 The ISWG reached consensus that Automatic Identification System (AIS) offers great value in identifying vessels operating in the maritime domain early and, therefore, will improve maritime security. The ISWG drafting group also proposed language to include in SOLAS Regulation V/19 to implement AIS earlier than the dates contained in the amendments to SOLAS that were adopted during MSC 73. These SOLAS amendments will enter into force on 1 July 2002 and provide a phase-in schedule in Regulation 19/2.4 that begins in 2002 and ends in 2008 depending on ship type and tonnage.

3 The U.S. believes that AIS should be installed on all ships as soon as possible within the legal framework of SOLAS. The U.S. understands that to change the implementation dates in Regulation V/19, paragraph 2.4, additional amendments to SOLAS are required. Assuming amendments were agreed to at MSC 75, they could be circulated for adoption at the international conference on maritime security in December 2002. Under the provisions of Article 8 of SOLAS, the earliest these amendments could enter into force is 1 July 2004.

4 The amendments to SOLAS Chapter V, Regulation 19 require AIS carriage on all ships of 300 gross tons or more on international voyages and on cargo ships of 500 gross tons or more not engaged on international voyages. During the ISWG discussion, several countries expressed concern about the ability for manufacturers to comply with an accelerated AIS installation schedule for all of these ships. The representative of the International Radio-Maritime Committee (CIRM) informed the ISWG that they did not anticipate a problem with equipment manufacturers meeting the accelerated AIS carriage date of July 2004 for all of these ships. Nevertheless, in view of the concern expressed by a number of delegations regarding the accelerated installation of AIS on all these ships, the ISWG drafting group developed amendments to Regulation 19 that would require AIS to be installed on ships on international voyages not later than the first survey for safety equipment on or after 1 July 2004, or [31 December 2004], whichever occurs earlier and retained the date of 2008 for the installation of AIS on ships not on international voyages. By not accelerating the installation of AIS on ships not engage on international voyages, the number of ships affected by the accelerated date is reduced by about 50%. The U.S. believes that this significant reduction in the number of ships affected would eliminate any concern for the availability of AIS installation for the remaining ships on international voyages on the originally U.S. proposed accelerated schedule of 1 July 2004. Therefore, the U.S. proposes the existing text of paragraphs 2.4.2.4 to 2.4.2.6 of Chapter V Regulation 19, as written in ISWG/WP.4, be amended to read:

“2.4 In the case of ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 50,000 gross tonnage, not later than ~~the first survey⁺ for safety equipment on or after 1 July 2004, or [31 December 2004], whichever occurs earlier; and]~~”

Actions requested of the Committee

5 The Committee is invited to consider this proposal when discussing AIS.
